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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
09/687,303	10/12/2000	Paul J. Miller	W115 1020.1	8638
7590	06/07/2006		EXAMINER	
John J. Timar Womble Carlyle Sandridge & Rice, PLLC P.O. Box 7037 Atlanta, GA 70357-0037			MOONEYHAM, JANICE A	
			ART UNIT	PAPER NUMBER
			3629	

DATE MAILED: 06/07/2006

Please find below and/or attached an Office communication concerning this application or proceeding.

Office Action Summary	Application No.	Applicant(s)	
	09/687,303	MILLER ET AL.	
	Examiner	Art Unit	
	Janice A. Mooneyham	3629	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) Responsive to communication(s) filed on 27 February 2006.
- 2a) This action is FINAL. 2b) This action is non-final.
- 3) Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

- 4) Claim(s) 1-27 is/are pending in the application.
- 4a) Of the above claim(s) _____ is/are withdrawn from consideration.
- 5) Claim(s) _____ is/are allowed.
- 6) Claim(s) 1-27 is/are rejected.
- 7) Claim(s) _____ is/are objected to.
- 8) Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

- 9) The specification is objected to by the Examiner.
- 10) The drawing(s) filed on _____ is/are: a) accepted or b) objected to by the Examiner.
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

- 12) Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) All b) Some * c) None of:
1. Certified copies of the priority documents have been received.
 2. Certified copies of the priority documents have been received in Application No. _____.
 3. Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- 1) Notice of References Cited (PTO-892)
2) Notice of Draftsperson's Patent Drawing Review (PTO-948)
3) Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)
Paper No(s)/Mail Date _____.
- 4) Interview Summary (PTO-413)
Paper No(s)/Mail Date. _____.
- 5) Notice of Informal Patent Application (PTO-152)
- 6) Other: _____.

DETAILED ACTION

1. This is in response to the applicant's communication filed on February 27, 2006, wherein:

Claims 1-27 are currently pending;

Claims 1, 6, 10, and 14 have been amended.

Continued Examination Under 37 CFR 1.114

2. A request for continued examination under 37 CFR 1.114, including the fee set forth in 37 CFR 1.17(e), was filed in this application after final rejection. Since this application is eligible for continued examination under 37 CFR 1.114, and the fee set forth in 37 CFR 1.17(e) has been timely paid, the finality of the previous Office action has been withdrawn pursuant to 37 CFR 1.114. Applicant's submission filed on February 27, 2006 has been entered.

Claim Rejections - 35 USC § 103

The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

3. Claims 1-9, 14-21, 24-25 and 27 are rejected under 35 U.S.C. 103(a) as being unpatentable over Nelson (US 6,496,568) (hereinafter referred to as Nelson) in view of Becker et al (US 6,591,263) (hereinafter referred to as Becker).

Regarding Claim 1:

Nelson discloses a computer program stored on a computer-readable medium for operating a host computer, the computer program comprising:

a code segment executed by the host computer for receiving a scheduled time of departure or arrival for an airline flight (Figure 1 (143) Flight Manifests);

a code segment executed by the host computer for receiving an updated time of departure or arrival for the airline flight (col. 2, lines 40-47 – *a flight delay or early arrival*, (Figure 1, (142) *Real time flight information, notifier and updater system 110*, col. 5, lines 3-13);

a code segment executed by the host computer for comparing (*polling and evaluating*) the updated time of departure or arrival to the scheduled time of departure or the arrival for the flight (Figure 3B(350-365) col. 2, lines 17-25 and 35-39, col. 5, lines 3-13 *the customer message manager performing the steps of polling an airline system to receive airline information, evaluating the received information to generate notification events*); and

a code segment executed by the host computer for automatically pushing notification information to at least one passenger on the airline flight or an agent of the passenger (col. 1, lines 64-67 *the customer message manager provides notification through email, paging, a web site, automated voice synthesis, interactive voice response, and/or a call center*, col. 2, lines 17-25 *polling and evaluating the received airline information to generate notification events, determining a set of customers to*

provide notification of the generated notification event and initiating notification to the set of customers)

Nelson does not explicitly disclose the notification is pushed to the passenger if the updated time of departure or arrival varies from the scheduled time of departure or arrival *by a predetermined amount of time* or that the request is at the time of making the reservation.

However, Becker teaches notification if the updated time of departure or arrival varies by a predetermined amount of time (notification criteria such as information threshold which includes total length of anticipated delay) (col. 4, line 67 thru col. 5, line 4 *system notify them automatically according to a set of notification criteria such as time of day, information threshold (e.g. total length of anticipated delays, total travel time, required arrival time, etc and the like)* and a personalized multi-modal profile (Figure 1 (100)) which contains such items as the notification time windows during which travel is anticipated (col. 4, lines 41-58) and wherein the end users may request personalized information at any time (col. 4, line 64 thru col. 5, line 4) (this can be broadly interpreted to incorporate a request at the time the reservation is made).

Therefore, it would have been obvious to one of ordinary skill in the art at the time of the invention to combine the notification criteria of Becker with the disclosure of Nelson since the Multi Modal Travel Information System (MTIS) of Nelson significantly reduces the traveler's burden and frustration with the additional and often irrelevant information reported by known systems through dissemination of portions of the

generalized travel conditional information and provides for personalized information for personalized travel conditions.

Regarding Claim 6:

Nelson discloses a computer program stored on a computer-readable medium for operating a host computer, the computer program comprising;
a code segment executed by the host computer for receiving and storing in a database scheduled times of departure or arrival for airline flights (Figure 1 (143) Flight Manifests);

a code segment executed by the host computer for receiving and storing in the database any updated times of departure or arrival for the flights (col. 2, lines 40-47 –*a flight delay or early arrival*, (Figure 1 (142) *Real time flight information, notifier and updater system* 110, col. 5, lines 3-13);

a code segment for comparing (*polling and evaluating*) for each of the flights the scheduled time of departure or arrival to the updated time of departure or arrival ((Figure 3B(350-365) col. 2, lines 17-25 and 35-39, col. 5, lines 3-13 *the customer message manager performing the steps of polling an airline system to receive airline information, evaluating the received information to generate notification events*);

a code segment for flagging (*determining*) records in the database corresponding to flights in which the updated times of departure or arrival vary from the scheduled times of departure or arrival (col. 3, lines 44-67 *Customer Message Manager (CMM)* (105) *comprises a notifier and updater system (110) which is the computing engine that drives the determination of which events require customer notification and then*

commences the process using a set of notifier rules (106) in making this determination, col. 5, lines 3-13 - CMM 105 polls airline databases 130 and then based on notifier rules, notifier and updater system 110 determine (flag) what events require customer notification); and

a code segment for periodically querying the database to locate all flagged records and pushing notification information to at least one passenger or an agent of the passenger on each flight corresponding to a record that has been flagged (Figure 3A 300-320 col. 3, lines 54-67 notifier and updater system 110 can then query the airline databases 130 and determine what passengers are on the canceled flight and initiate the order of notification to the affected customers based on some criteria).

set of customers)

Nelson does not explicitly disclose the notification is pushed to the passenger if the updated time of departure or arrival varies from the scheduled time of departure or arrival *by a predetermined amount of time* or that the request is at the time of making the reservation.

However, Becker teaches notification if the updated time of departure or arrival varies by a predetermined amount of time (notification criteria such as information threshold which includes total length of anticipated delay) (col. 4, line 67 thru col. 5, line 4 *system notify them automatically according to a set of notification criteria such as time of day, information threshold (e.g. total length of anticipated delays, total travel time, required arrival time, etc and the like)* and a personalized multi-modal profile (Figure 1 (100)) which contains such items as the notification time windows during which travel is

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anticipated (col. 4, lines 41-58) and wherein the end users may request personalized information at any time (col. 4, line 64 thru col. 5, line 4) (this can be broadly interpreted to incorporate a request at the time the reservation is made).

Therefore, it would have been obvious to one of ordinary skill in the art at the time of the invention to combine the notification criteria of Becker with the disclosure of Nelson since the Multi Modal Travel Information System (MTIS) of Nelson significantly reduces the traveler's burden and frustration with the additional and often irrelevant information reported by known systems through dissemination of portions of the generalized travel conditional information and provides for personalized information for personalized travel conditions.

Regarding Claim 14:

Nelson discloses method of notifying airline passengers of airline flight status changes, the method comprising the steps of:

receiving scheduled departure or arrival times of a plurality of airline flights and storing the scheduled departure or arrival times in a computer readable memory (Figure 1 (143) Flight Manifests);

receiving updated departure or arrival times for the airline flights from a source and storing the updated departure or arrival times in a computer readable memory (Col. 2, lines 40-47 –flight delay or early arrival; Figure 1 (142) Real time flight information);

comparing (*polling and evaluating*) the scheduled departure or arrival times to the updated departure or arrival times by a computer(Figure 3B(350-365) col. 2, lines 17-25 and 35-39, col. 5, lines 3-13 *the customer message manager performing the steps of*

polling an airline system to receive airline information, evaluating the received information to generate notification events); and

*automatically pushing notification information to at least one passenger on an airline flight if the updated departure or arrival time for the airline flight varies from the scheduled departure or arrival for the airline flight (col. 1, lines 64-67 *the customer message manager provides notification through email, paging, a web site, automated voice synthesis, interactive voice response, and/or a call center*, col. 2, lines 17-25 *polling and evaluating the received airline information to generate notification events, determining a set of customers to provide notification of the generated notification event and initiating notification to the set of customers*).*

set of customers)

Nelson does not explicitly disclose the notification is pushed to the passenger if the updated time of departure or arrival varies from the scheduled time of departure or arrival *by a predetermined amount of time* or that the request is at the time of making the reservation.

However, Becker teaches notification if the updated time of departure or arrival varies by a predetermined amount of time (notification criteria such as information threshold which includes total length of anticipated delay) (col. 4, line 67 thru col. 5, line 4 *system notify them automatically according to a set of notification criteria such as time of day, information threshold (e.g. total length of anticipated delays, total travel time, required arrival time, etc and the like)* and a personalized multi-modal profile (Figure 1 (100)) which contains such items as the notification time windows during which travel is

anticipated (col. 4, lines 41-58) and wherein the end users may request personalized information at any time (col. 4, line 64 thru col. 5, line 4) (this can be broadly interpreted to incorporate a request at the time the reservation is made).

Therefore, it would have been obvious to one of ordinary skill in the art at the time of the invention to combine the notification criteria of Becker with the disclosure of Nelson since the Multi Modal Travel Information System (MTIS) of Nelson significantly reduces the traveler's burden and frustration with the additional and often irrelevant information reported by known systems through dissemination of portions of the generalized travel conditional information and provides for personalized information for personalized travel conditions.

Regarding Claims 2, 7 and 15:

Nelson discloses a computer program and method wherein the notification information includes information relating to the updated time of departure or arrival for the airline (Figures 5A (510) *compose email message* wherein 5B (555) *represents a response from the customer*).

Regarding Claims 3-4, 8-9, and 16-17:

Nelson does not disclose the notification if the updated time of departure or arrival varies from the scheduled time of departure or arrival *by a predetermined amount of time, that the predetermined amount of time is 10-60 minutes or approximately 30 minutes*.

However, Becker teaches notification if the updated time of departure or arrival varies by a predetermined amount of time (notification criteria such as information

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threshold which includes total length of anticipated delay) (col. 4, line 67 thru col. 5, line 4 *system notify them automatically according to a set of notification criteria such as time of day, information threshold (e.g. total length of anticipated delays, which could include 10-60 minutes or approximately 30 minutes, total travel time, required arrival time, etc and the like).*

Therefore, it would have been obvious to one of ordinary skill in the art at the time of the invention to combine the notification criteria of Becker with the disclosure of Nelson since the Multi Modal Travel Information System (MTIS) of Nelson significantly reduces the traveler's burden and frustration with the additional and often irrelevant information reported by known systems through dissemination of portions of the generalized travel conditional information and provides for personalized information for personalized travel conditions.

Regarding Claim 5:

Nelson does not explicitly disclose receiving passenger reservation information from an airline passenger or an agent of the passenger, the passenger reservation information including information about an airline flight the passenger is reserving

However, Becker discloses computer program further including a code segment for receiving passenger reservation information from an airline passenger or an agent of the passenger, the passenger reservation information including information about an airline flight the passenger is reserving (col. 5, lines 42-55 *Data elements are collected/captured for their personal profile for uniquely identifying the traveler, their personal travel route(s) and their preferred notification criteria and communication*

*devices for information delivery; Figure 1 (40) col. 5, lines 20-29 conditions information (accidents, congestion, **delays**); Personalized multi-Modal Route Profiles – Route – Description – Origin – Destination; col. 4, lines 41-58, discloses travel mode as being rail, ferry, **air**, or tramway, etc., profile contains such items as the traveler's name, preferred travel mode, travel time(s)).*

It would have been obvious to one of ordinary skill in the art at the time of the invention to combine the passenger reservation information teaching of Becker with the disclosure of Nelson since it is the personal information which includes travel times, destination, origin etc. that the system uses to construct a filter that provides the end user with a notification of personalized travel condition information.

Regarding Claims 18 and 20:

Nelson discloses computer program wherein the host computer comprises a plurality of computing devices (Figure 1, col. 4, lines 2-6 and 46-56, Fig 7A, notification via web page server).

Regarding Claims 19 and 21:

A computer program wherein the host computer comprises a computer network (Figure 1, col. 4, lines 2-6, 46-56, Figure 7A notification via a web page server).

Regarding Claims 24-25 and 27:

Nelson discloses computer program and method wherein the notification information is pushed through electronic mail (col. 4, lines (46-56, Figure 5A (500-515) send email message).

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4. Claims 10-13, 22-23 and 26 are rejected under 35 U.S.C. 103(a) as being unpatentable over Becker in view or Nelson.

Regarding Claim 10, 12 and 13:

Becker discloses a computer program stored on a computer readable medium for operating a host computer comprising code segments executed by the host computer for:

receiving passenger reservation information from an airline passenger, the passenger reservation information including a scheduled time of departure or arrival for a flight reserved by the passenger (col. 5, lines 42-55 *Data elements are collected/captured for their personal profile for uniquely identifying the traveler, their personal travel route(s) and their preferred notification criteria and communication devices for information delivery; Figure 1 (40) col. 5, lines 20-29 conditions information (accidents, congestion, delays); Personalized multi-Modal Route Profiles – Route – Description – Origin – Destination; col. 4, lines 41-58, discloses travel mode as being rail, ferry, air, or tramway, etc., profile contains such items as the traveler's name, preferred travel mode, travel time(s))*

storing the passenger reservation information including the scheduled time of departure or arrival of the flight (col. 4, lines 41-58 – *personalized multi-modal profile contains such item as the notification time window(s) during with travel is anticipated; col. 5, lines 42-55 – each route defined within the profile contains a description, origin, multi-modal path and destination and the notification criteria includes the days of the week and times of day that travel on the route is anticipated)*)

receiving contact information from the passenger (col. 4, lines 41-58 (*profile contains preferred information delivery device, e.g. telephone, fax, pager, e-mail, etc,*)
Figure 1 (40);

receiving an updated time of departure or arrival for the flight (col. 4, lines 29-40
system receives real-time travel condition information);

accessing the date ranged information and comparing the scheduled time of departure or arrival to the updated time of departure or arrival (col. 2, line 52 thru col. 3, line 3 *system and method for filtering real time travel condition information in regard to traveler identity, destination, route, mode of conveyance and/or intended travel time for limitation information*, col. 12, line 64 thru col. 13, line 3 (*successful comparisons provided identification of the affected customers and corresponding route for storage with information concerning the travel conditions event as an affected customer list is built*, col. 5, line 67 thru col. 6, line 4 *once determination made that customer's designated notification time window falls some time during the expected duration of the event, a determination is made as to when to notify the customer of the travel condition*); and

automatically pushing notification information to the passenger or to an agent of the passenger who has requested notification information at the time of making the reservation via the contact information if the updated time of departure or arrival varies from the scheduled time of departure or arrival by a predetermined amount of time (col. 4, line 67 thru col. 5, lines 4 *system notify them automatically according to a set of notification criteria such information thresholds e.g. total length of anticipated delays –*

which could include a predetermined about of time between 10-60 minutes or an amount of time of approximately 30 minutes; col. 6, lines 4-8 *the final filtering process is to determine the customer's notification preference e.g. telephone, pager, email, facsimile, Internet, Intranet;* a personalized multi-modal profile (Figure 1 (100)) contains such items as the notification time windows during which travel is anticipated (col. 4, lines 41-58) the end users may request personalized information at any time (col. 4, line 64 thru col. 5, line 4) (this can be broadly interpreted to incorporate a request at the time the reservation is made).

Becker does not disclose queuing the passenger information at a date-ranged queue using the time of departure or arrival.

However, Becker discloses collecting/capturing the personal profile information which includes time of departure or arrival and the expected duration of the travel condition wherein a determination is made that the customer's designated notification time window falls some time during the expected duration of the event and then a determination is made as to when to notify the customer about the condition (col. 5, line 42 thru col. 6, line 8).

The Examiner takes Official Notice that putting information in a queue is old and well in the art since queuing is simply listing items to be done, for example, a print queue for a printer prints the items in the order that they are requested.

Therefore, it would have been obvious to one of ordinary skill in the art at the time of the invention to modify Becker to include the step of queuing the information with respect to date in order for ease of processing.

Regarding Claim 11:

Becker discloses a program wherein the notification information includes information relating to the updated time of departure or arrival (col. 5, lines 20-41 dissemination of personalized travel conditions information).

Regarding Claim 22:

Becker discloses a computer program wherein the host computer comprises a plurality of computing devices (Figure 2, col. 5, lines 14-19 delivery devices may be pages, email, facsimile, Internet, Intranet, in-vehicle devices).

Regarding Claim 23:

Becker discloses computer program wherein the host computer comprises a computer network (Internet col. 5, lines 42-45).

Regarding Claims 26:

Becker discloses a computer program wherein the notification information is pushed through electronic mail. (Figure 1 (60), Figure 14 (1403 Customer Notification Device (E-Mail))

Response to Arguments

Applicant's arguments filed February 27, 2006 have been fully considered but they are not persuasive.

The applicant argues that the Examiner's cited references fail to disclose the passenger receiving notification information is a passenger who has requested notification information *at the time of making a flight reservation*.

Becker discloses a personalized multi-modal profile (Figure 1 (100)) which contains such items as the notification time windows during which travel is anticipated (col. 4, lines 41-58) and wherein the end users may request personalized information at any time (col. 4, line 64 thru col. 5, line 4). The Examiner asserts that this can be broadly interpreted to incorporate a request at the time the reservation is made.

In response to applicant's arguments against the references individually, one cannot show nonobviousness by attacking references individually where the rejections are based on combinations of references. See *In re Keller*, 642 F.2d 413, 208 USPQ 871 (CCPA 1981); *In re Merck & Co.*, 800 F.2d 1091, 231 USPQ 375 (Fed. Cir. 1986).

As to claims 1-9, 14-21, 24-25 and 27, in response to applicant's argument that there is no suggestion to combine the references, the examiner recognizes that obviousness can only be established by combining or modifying the teachings of the prior art to produce the claimed invention where there is some teaching, suggestion, or motivation to do so found either in the references themselves or in the knowledge generally available to one of ordinary skill in the art. See *In re Fine*, 837 F.2d 1071, 5

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USPQ2d 1596 (Fed. Cir. 1988) and *In re Jones*, 958 F.2d 347, 21 USPQ2d 1941 (Fed. Cir. 1992). In this case, the motivation is found in the secondary reference (col. 4, lines 41-58).

It is not clear what the applicant means by the statement on page 12 that in Becker, even if a traveler has signed up for automatic notification, it is still up to the travel information system to decide when to notify the traveler. Contrary to applicant's arguments, the Examiner asserts that this is automatically pushing notification to a requesting passenger.

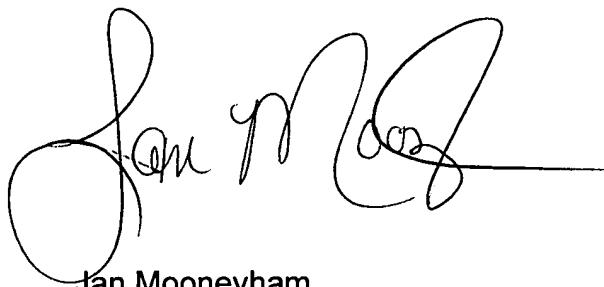
Applicant is directed to the discussion above as to the arguments directed to claim 10.

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Any inquiry concerning this communication or earlier communications from the examiner should be directed to Janice A. Mooneyham whose telephone number is (571) 272-6805. The examiner can normally be reached on Monday through Thursday.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, John Weiss can be reached on (571) 272-6812. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.



Jan Mooneyham
Patent Examiner
Art Unit 3629